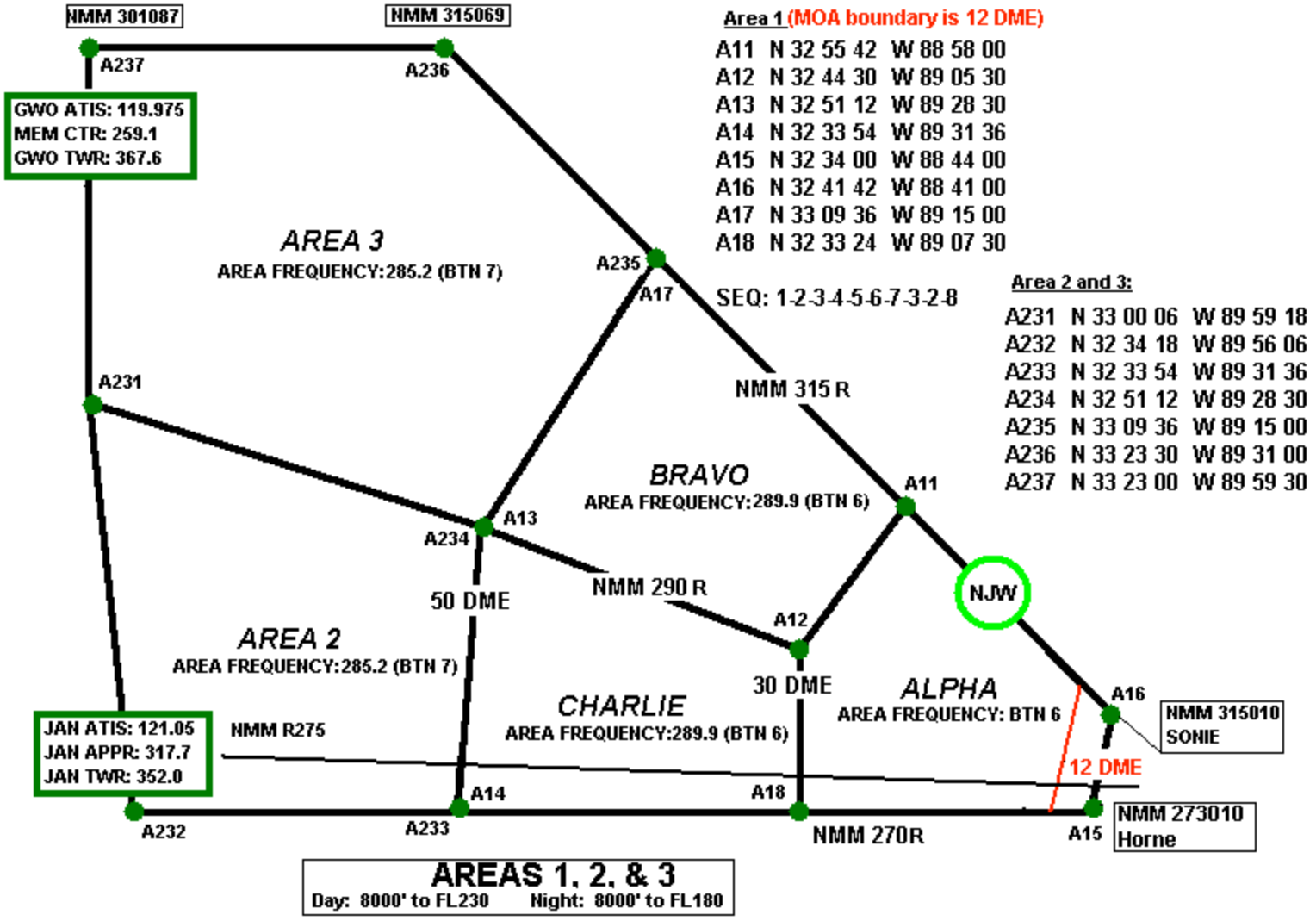
Flight

AREA 1

Mission

COURSE RULES GOUGE

AREA 1


NMM 301087
NMM 315069
A237
A236
GWO ATIS: 119.975
MEM CTR: 259.1
GWO TWR: 367.6
AREA 3
AREA FREQUENCY:285.2 (BTN 7)
A235
A17
A231
NMM 315 R
BRAVO
AREA FREQUENCY:289.9 (BTN 6)
A11
A13
A234
NMM 290 R
NJW
50 DME
AREA 2
AREA FREQUENCY:285.2 (BTN 7)
A12
30 DME
ALPHA
AREA FREQUENCY: BTN 6
A16
NMM 315010
SONIE
CHARLIE
AREA FREQUENCY:289.9 (BTN 6)
JAN ATIS: 121.05
JAN APPR: 317.7
JAN TWR: 352.0
NMM R275
12 DME
A14
A18
A232
A233
NMM 270R
A15
NMM 273010
Horne
AREAS 1, 2, & 3
Day: 8000' to FL230 Night: 8000' to FL180
Area 1 (MOA boundary is 12 DME)
A11 N 32 55 42 W 88 58 00
A12 N 32 44 30 W 89 05 30
A13 N 32 51 12 W 89 28 30
A14 N 32 33 54 W 89 31 36
A15 N 32 34 00 W 88 44 00
A16 N 32 41 42 W 88 41 00
A17 N 33 09 36 W 89 15 00
A18 N 32 33 24 W 89 07 30
SEQ: 1-2-3-4-5-6-7-3-2-8
Area 2 and 3:
A231 N 33 00 06 W 89 59 18
A232 N 32 34 18 W 89 56 06
A233 N 32 33 54 W 89 31 36
A234 N 32 51 12 W 89 28 30
A235 N 33 09 36 W 89 15 00
A236 N 33 23 30 W 89 31 00
A237 N 33 23 00 W 89 59 30

System set up

- **<u>Clearance</u>- For Day time flights put a CARP clearance on request. For night flights (BI, NFAM or NFORM) put a PIKE clearance on request.**

- **<u>Waypoints</u>- Enter Waypoints A11-A18 in waypoints 1-8. For a FAM put the active runway at Bravo in waypoint 10 and 19L waypoint in 9. For a BI put DSOTO in wypt 10 with an offset of 9.0 miles on the 170.0 Bearing for the IAF of the HI-TACAN VOR/DME B and 19L in wypt 9.**

- **<u>Sequence</u>- 1-7,3,2,8**

- **<u>Course line-</u> 273 off wypt 9 (19L). Once in the area use Course Line of 275 of wypt 9 for the climb corridor.**

Departure

- **After airborne and clean below 200 KIAS, check in with Dep on Btn 4.**

  “Departure, CARP/PIKE 1XX, passing (current alt) for (assigned alt) request early turn.”

- **Departure will acknowledge radar contact.**

  “CARP/PIKE 1XX, Meridian Departure, radar contact turn left/right hdg XXX or turn left/right direct Horne.”

  (You will be given vectors to Horne or cleared Direct to Horne. If you want the full Union Departure (BI), you must request it.)

- **Departure will eventually give you a climb to 10K and switch you to Memphis Cntr BTN 5.**

  “CARP/PIKE 1XX climb and maintain One Zero Thousand contact Memphis Center BTN 5.”

Departure- cont

- **Check in with Memphis Center.**

  "Memphis Center, CARP/PIKE 1XX, passing (current alt) for One Zero Thousand."

- **Memphis will respond with clearance into the MOA and tell you how many flights are in area 1, 2 or 3. (remember a flight of 2 or a flight of 4 is one flight, you need to account for all)**

  "CARP/PIKE 1XX, Memphis Center, there are ___ other flights in the area, cleared to switch BTN 6, monitor guard."

- **Check in on Area Common BTN 6. If there are no flights in the area request a radio check with Memphis Center, they monitor BTN 6. You must get a positive check on area common frequency.**

  "99 Area 1, single FAM checking in from the East."

Departure- cont

- **Any aircraft in the area must respond with their position in the area.**

  “1XX in Alpha” “Flight of two Charlie” “Single in Bravo”

- **If you are transiting to an area report your position.**

  “Single transiting from Alpha to Bravo”

  “Flight of two, ACM transiting South of the 275 through Alpha and Charlie to areas 2 and 3”

- **Once you have accounted for all aircraft in the area, report your intentions.**

  “Single will take Alpha/Bravo or Charlie”
  “Flight of two will take Charlie, request south of the 275 through Alpha.”

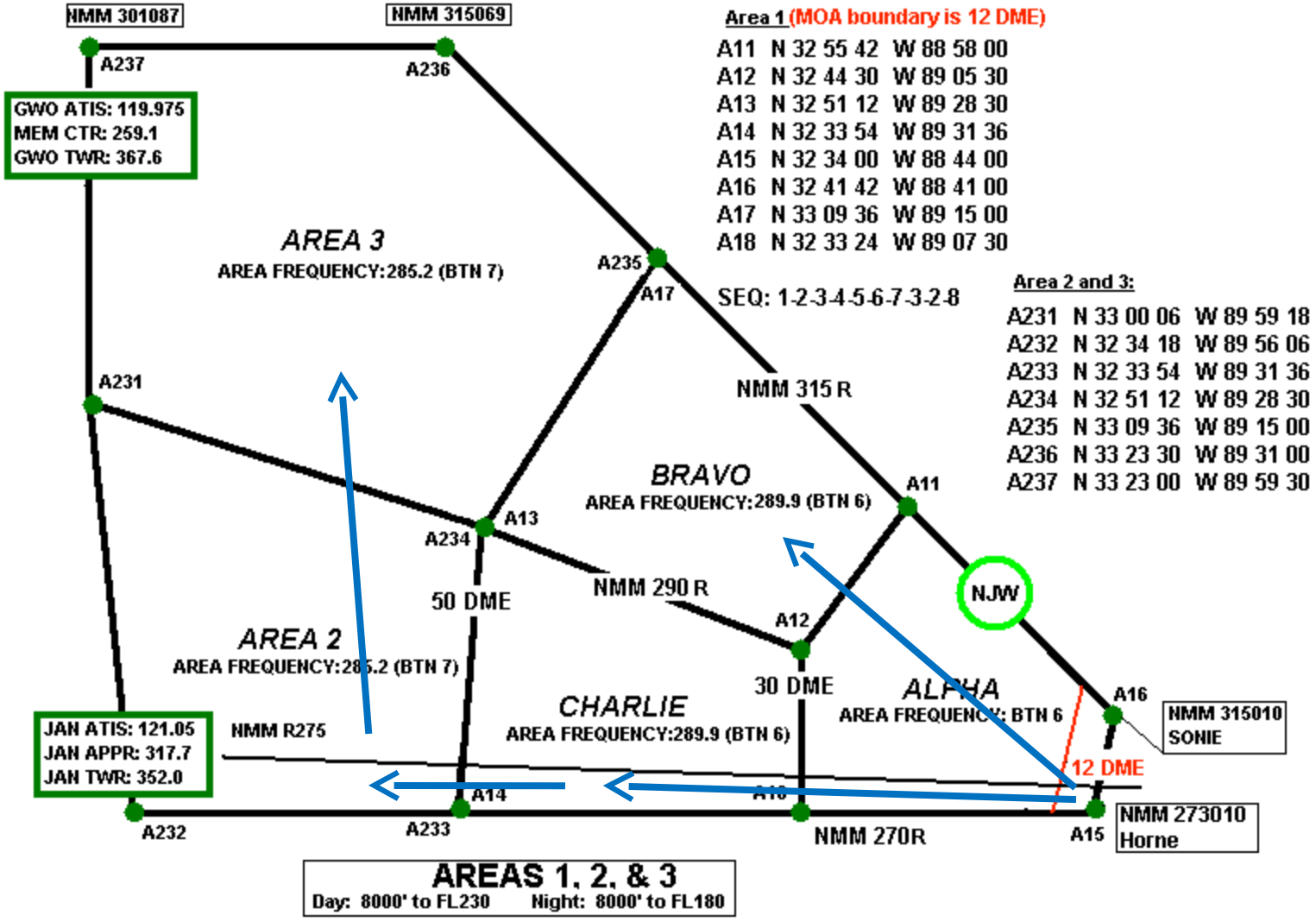
- **Since all calls made in the area must be responded too. At least one aircraft in the area must respond.**

  “Loud and Clear”
  “You are cleared through Alpha South of the 275.”

Area Entry

- **As depicted by the following slide, enter Area 1 through Horne.**
- **Remain at 10K until established outside of 12 DME and de-conflicted. (NFAM's will stay at 10K)**
- **FAM solo students can only work Area 1 A, B, and C.**
- **Aircraft may flow direct into Alpha if no one is there.**
- **Aircraft will transit to Bravo under Alpha at 10K if someone is in Alpha, or at any altitude if no one is in Alpha.**
- **Aircraft will transit to Charlie at any altitude South of the 275 Radial if someone is in Alpha once you have de-conflicted with the person in Alpha. Transit to Area 2&3 south of the 275 at any altitude in Alpha and Charlie once you have de-conflicted with aircraft in those areas.**

AREA 1



Area 1 (MOA boundary is 12 DME)

A11	N 32 55 42	W 88 58 00
A12	N 32 44 30	W 89 05 30
A13	N 32 51 12	W 89 28 30
A14	N 32 33 54	W 89 31 36
A15	N 32 34 00	W 88 44 00
A16	N 32 41 42	W 88 41 00
A17	N 33 09 36	W 89 15 00
A18	N 32 33 24	W 89 07 30

Area 2 and 3:

A231	N 33 00 06	W 89 59 18
A232	N 32 34 18	W 89 56 06
A233	N 32 33 54	W 89 31 36
A234	N 32 51 12	W 89 28 30
A235	N 33 09 36	W 89 15 00
A236	N 33 23 30	W 89 31 00
A237	N 33 23 00	W 89 59 30

Established in the Area

- **Once you are established in one of the 3 working areas in Area 1 report established on BTN 6.**

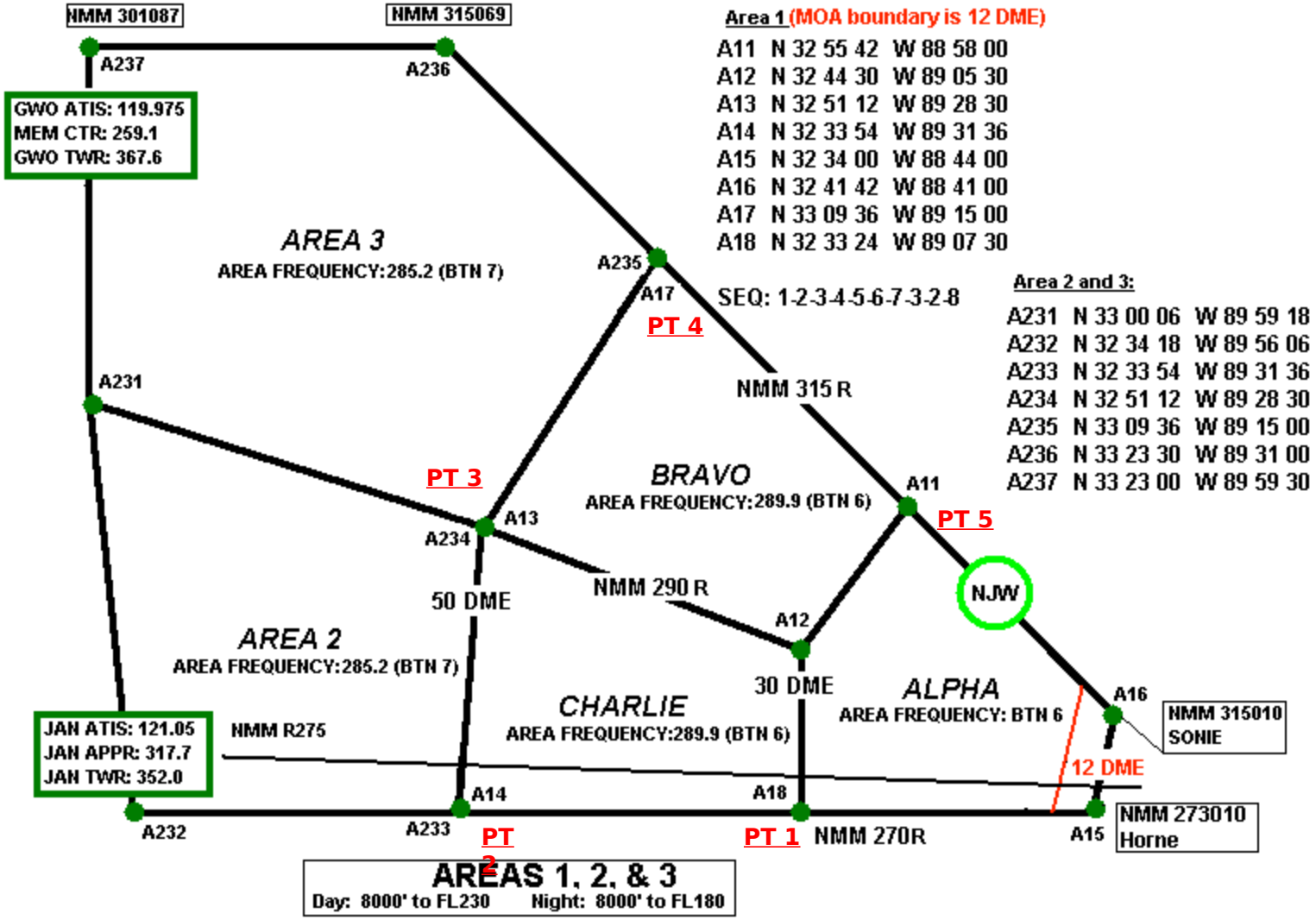
  “99 Area 1, Single established in Alpha/Bravo or Charlie”

- **Since all calls made in the area must be responded too, at least one other a/c will respond accordingly.**

  “Loud and Clear”

- **10K is used for transit. 11 K up to 23 K day time and 10 K to 18 K at night are for maneuvering. Start MRT at 16 K, Acrobatics at 12 K. (NFAM use 10K report PT’s 1-5 as depicted on the following slide, check out at PT 5)**

AREA 1-NFAM Route



Checkout

- **When ready to RTB copy ATIS on BTN 30 on #2 radio.**

- **Begin Descent to 9,000 FT MSL, passing 10,500 FT MSL make call checking out of the area with the type of return you are requesting. Random- RTB to NMM. Bravo- RTB to NJW. (For BI's the request for direct to DeSoto for the HI-TACAN/VOR DME B will be made with Memphis Center at 16K from Alpha or Charlie once you have de-conflicted with other aircraft in the area and made your checking out call. These procedures will be covered later) A Key Field recovery will be made with approach upon check in on a Random recovery.)**

  "99 Area 1, Single checking out of Alpha/Bravo/Charlie on a Random/Bravo."

- **Since all calls in the area must be responded too, at least one a/c will respond accordingly.**

  "Loud and Clear"

Checkout- cont

- **The following diagrams show the direction of check out for the different areas.**

- **If exiting Alpha you must be outside 25 NM from NMM for Memphis Center to hand you off to Approach. If you are closer than that, Memphis Center will instruct you to work West. Once you are outside of 25 NM, they will clear you on a Random or Bravo recovery.**

- **You must remain in your working area at 9,000 FT MSL until you are cleared on a Random or a Bravo. If you are working Area 1 and told to work West you may have to work North/South along the Western border of Area 1A.**

Checkout- cont

- **Once you have checked out of the area on BTN 6 contact Memphis Center on BTN 5.**

  “Memphis Center, CARP/PIKE 1XX, with you 9 thousand or with you passing (your alt) for 9 thousand for a Random or Bravo.”

- **Memphis will respond with one of the following.**

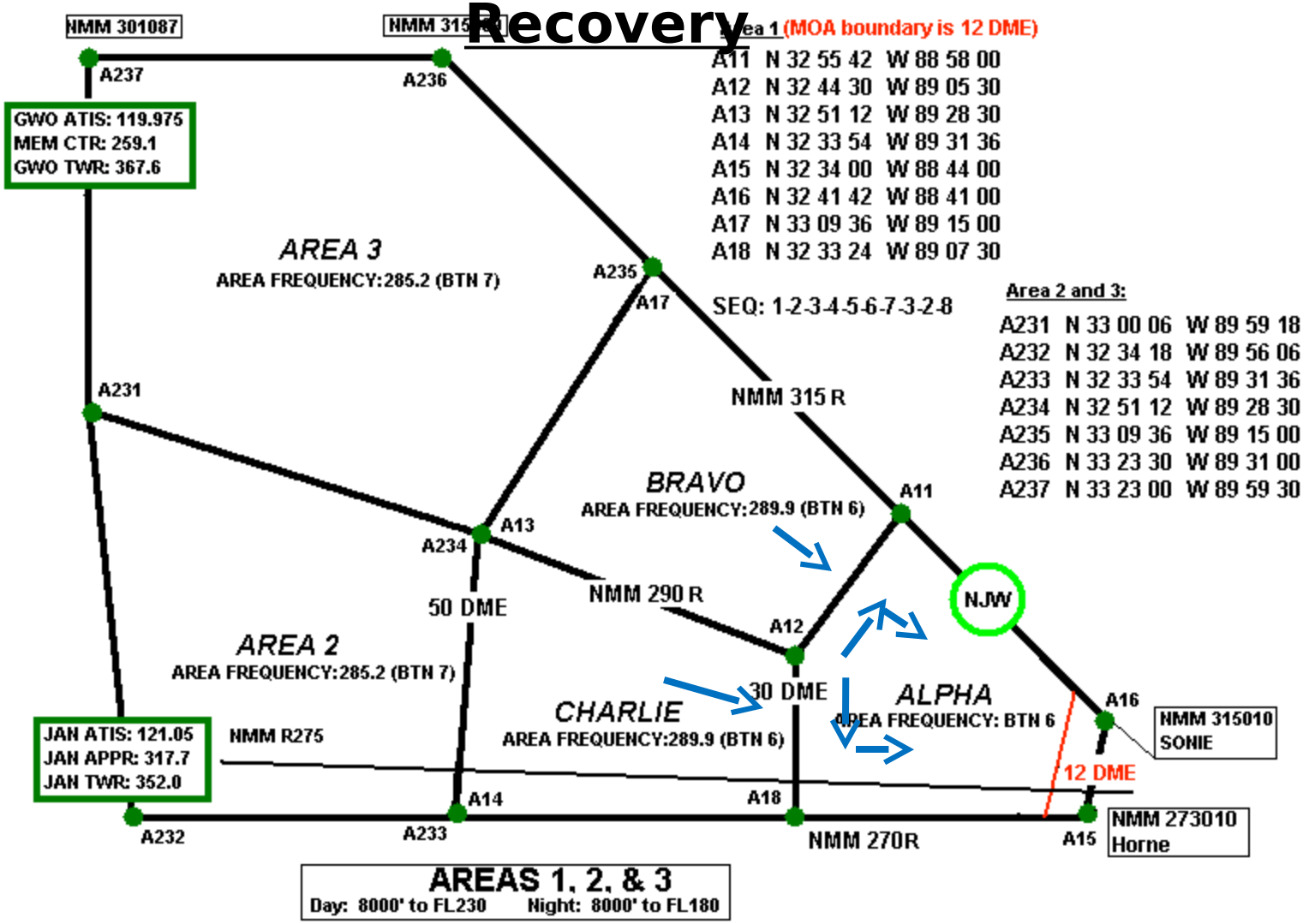
  “CARP/PIKE 1XX, Memphis Center, work West”
  “CARP/PIKE 1XX, Memphis Center, cleared Random or Bravo.”

- **You will respond with one of the following.**

  “CARP/PIKE 1XX working West”
  “CARP/PIKE 1XX cleared Random or Bravo Recovery”

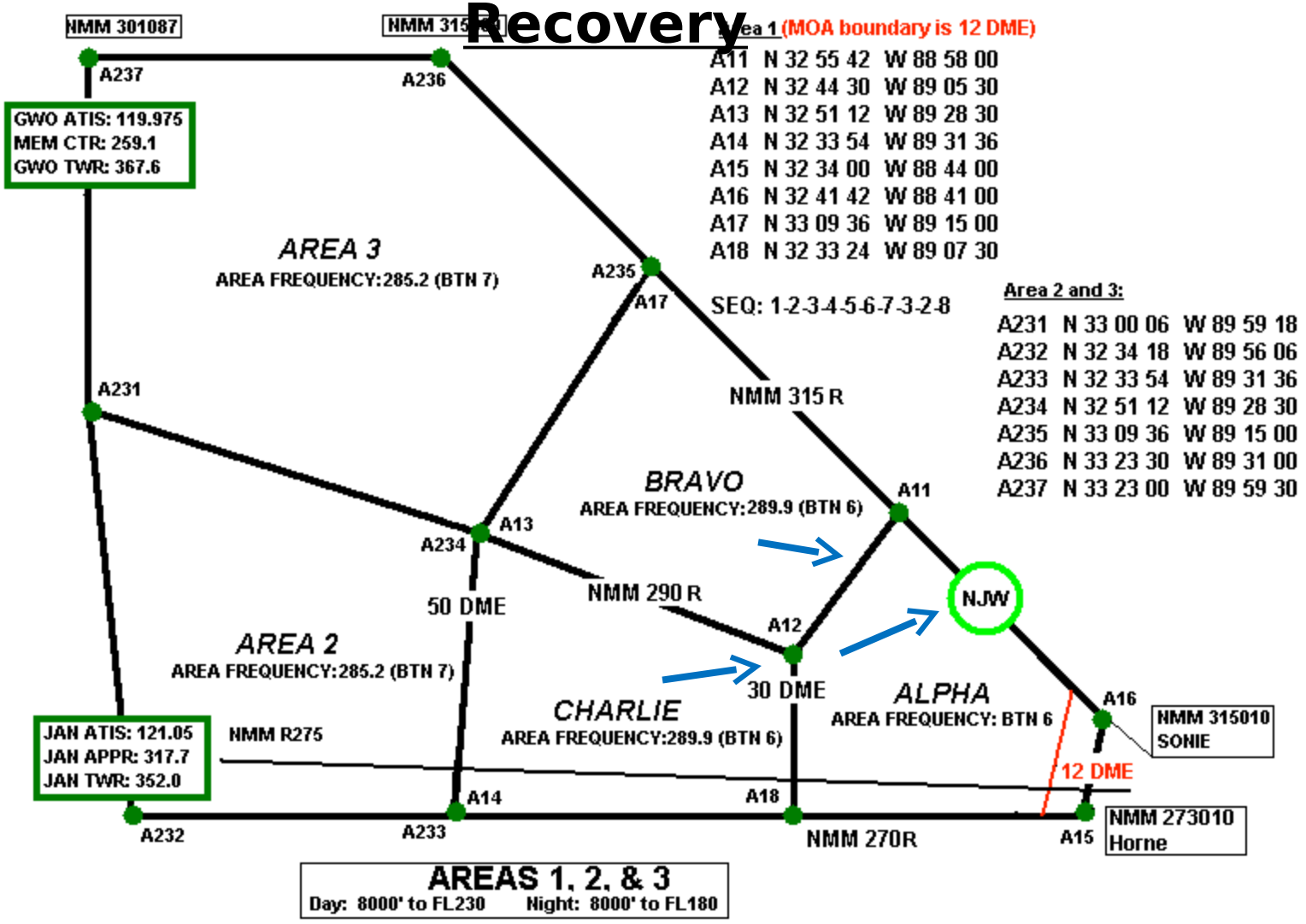
AREA 1

Random Recovery



AREA 1

Bravo Recovery



Area 1 (MOA boundary is 12 DME)

A11	N 32 55 42	W 88 58 00
A12	N 32 44 30	W 89 05 30
A13	N 32 51 12	W 89 28 30
A14	N 32 33 54	W 89 31 36
A15	N 32 34 00	W 88 44 00
A16	N 32 41 42	W 88 41 00
A17	N 33 09 36	W 89 15 00
A18	N 32 33 24	W 89 07 30

SEQ: 1-2-3-4-5-6-7-3-2-8

Area 2 and 3:

A231	N 33 00 06	W 89 59 18
A232	N 32 34 18	W 89 56 06
A233	N 32 33 54	W 89 31 36
A234	N 32 51 12	W 89 28 30
A235	N 33 09 36	W 89 15 00
A236	N 33 23 30	W 89 31 00
A237	N 33 23 00	W 89 59 30

Random/Bravo Clearance

- **When cleared for a Random or Bravo recovery, this is what you are cleared to do.**

  <u>Random</u>- Proceed direct NMM and descend and maintain 8,000 FT MSL. (You're MARSA until given a heading or descent)

  <u>Bravo</u>- Proceed direct to NJW and descend and maintain 8,000 FT MSL. (You're MARSA until given a heading or descent)

  <u>Key Field</u>- If you want to descend for vectors to Key Field for approaches, this will be made with Approach on BTN 11 once you are already established on a Random Recovery. (Expect Radar Vectors)

- **On a Random/Bravo, you do not automatically switch to BTN 11 for approach. Memphis Center will tell you when you are cleared to switch to Meridian Approach.**

- **NMM- (19L- CRS 190, 1L- CRS 010, 28- CRS 280, 10- CRS 100). NJW- (32- CRS 315, 14- CRS 135). MEI (HI-TACAN VOR/DME B- CRS 350, ILS 01- CRS 008, ILS 19- CRS 188, VOR A- CRS 130).**

Random/Bravo Descent

- **Once Memphis Center is ready to hand you off to Meridian Approach, they will switch you to BTN 11 for RTB NMM.**

  “CARP/PIKE 1XX, Contact Meridian Approach local BTN One One.”

- **You respond.**

  “CARP/PIKE 1XX switching BTN One One.”

- ***Check in with Meridian Approach and advise them you have the current atis.***

  “Meridian Approach, CARP/PIKE 1XX, with you 8 thousand on a Random/Bravo with information ___, request”

  “Meridian Approach CARP/PIKE 1XX, with you 16 thousand direct to DSOTO, request.

- **If you don’t add the request at the end, it will be assumed that you want vectors for the initial to the active runway. Use “request” to ask for a practice PA at 5,500 FT MSL, Straight in PA at 5,500 FT MSL, visual straight-in, down wind entry, or Key Field Recovery.**

Random/Bravo Descent-cont

- **Meridian appoach will respond in one of the following ways.**

  “CARP/PIKE 1XX, Meridian Approach, go ahead with your request.”

  “CARP/PIKE 1XX, Meridian Approach, you are cleared direct Navy McCain/ Bravo/ Key Field.”

- **On a Random, when Approach is ready to descend you, they will generally descend you to 3,000 FT MSL proceeding to NMM. On a Bravo, they will usually descend you to 3,000 FT MSL proceeding to NJW. They will advise you to report NMM/NJW in sight.**

- **When you get NMM/NJW in sight make the following report.**

  “Meridian Approach, CARP/PIKE 1XX, field in sight.”

Clearance to switch tower

- **When you report the airport in sight, Meridian Approach will clear you to the Initial or High Key and tell you to contact tower.**

  “CARP/PIKE 1XX, cleared to the initial contact McCain Tower local button 12 (or Bravo Tower local button 9).”

  “CARP/PIKE 1XX, cleared to High Key Runway ___, maintain 5,500, contact McCain Tower local button 3(Right Rwy) or 12 (Left Rwy)or Bravo Tower local button 9.”

- **You respond.**

  “CARP/PIKE 1XX, cleared to the initial switching BTN 12 (or 9)”

  “CARP/PIKE 1XX, cleared to High Key Runway ___,maintain 5,500 switching Tower BTN 3 (12 or 9).”

Tower Check In

- **Check in with McCain Tower or Bravo Tower with your intentions. (Be sure to squawk standby at the initial)**

  “McCain/Bravo Tower, CARP/PIKE 1XX (position relative to the field and DME) for the Overhead/High Key/Downwind Entry or Straight-In Runway ____.”

- **Tower will respond with**

  “CARP/PIKE 1XX, report the (initial/High Key/3 miles NW for the downwind entry) for runway ____.”

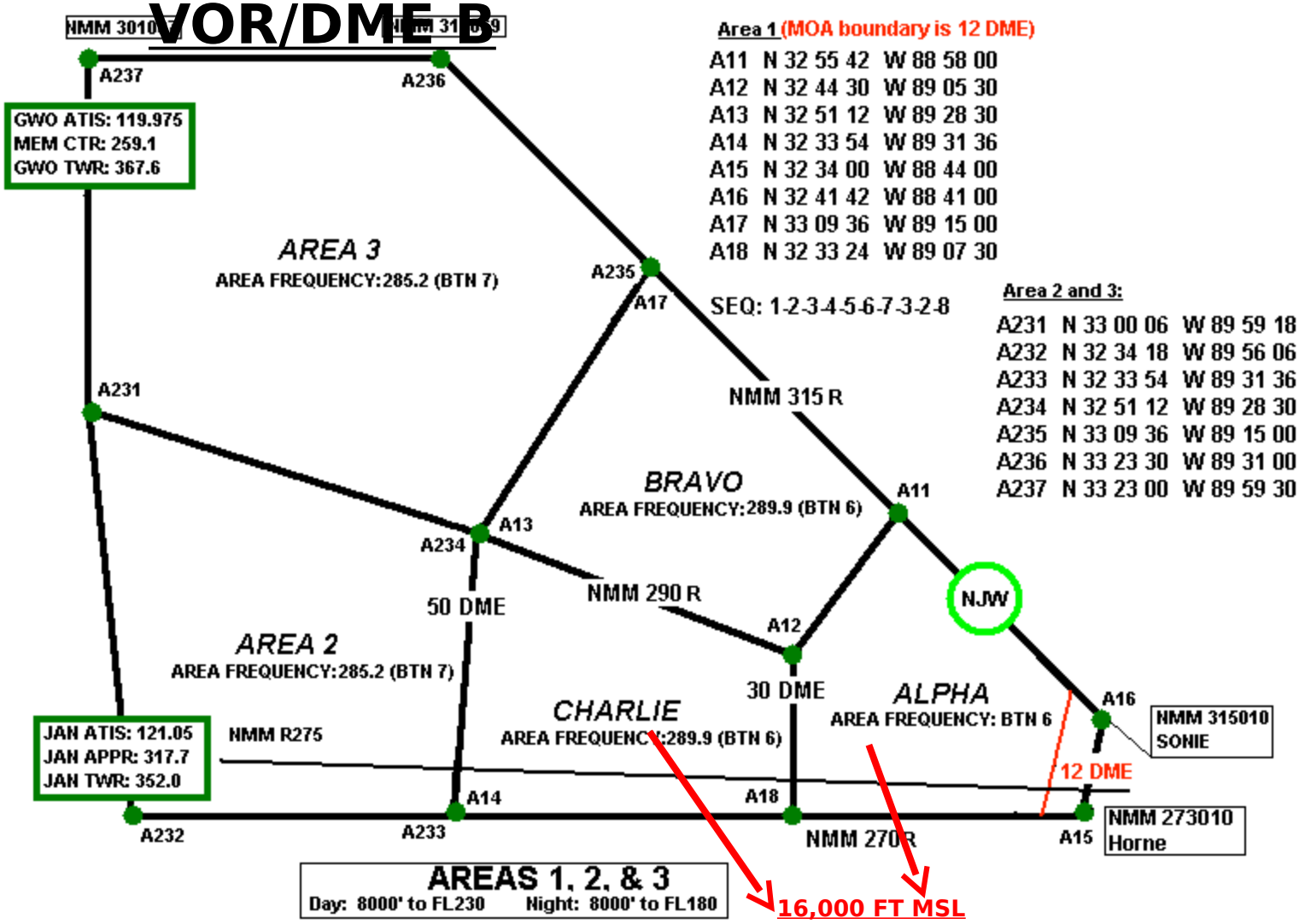
- **You will report the applicable position.**

  “1XX initial/High Key runway ___.”

AREA 1

Direct DSOTO for HI TACAN

VOR/DME B



DeSoto Clearance

- **When cleared to DESOTO, you will likely be cleared to transit at 16K.**

- **On a DeSoto Recovery, Memphis Center will switch you Meridian Approach on BTN 19. Make your request for approaches with them.**

- **NMM- (19L- CRS 190, 1L- CRS 010, 28- CRS 280, 10- CRS 100). MEI (HI-TACAN VOR/DME B- CRS 350, ILS 01- CRS 008, ILS 19- CRS 188, VOR A- CRS 130).**

Direct DeSoto

- **Once Memphis Center is ready to hand you off to Meridian Approach, they will switch you to BTN 19 for DESOTO Recovery.**

  "CARP/PIKE 1XX, Contact Meridian Approach local BTN One Nine."

- **You respond.**

  "CARP/PIKE 1XX switching BTN One Nine."

- ***Check in with Meridian Approach and advise them you have the current ATIS.***

  "Meridian Approach CARP/PIKE 1XX, 16 thousand direct to DSOTO with (ATIS Letter), request.

- **Meridian approach will respond.**

  "CARP/PIKE 1XX, Meridian Approach, go ahead request."

- **If you are Direct Desoto make the following request. Include the approaches to follow the HI-TACAN VOR/DME B.**

  "Meridian Approach, CARP 1XX, request direct the Initial Approach Fix for the HI-TACAN VOR/DME B, maneuvering airspace to the Southwest, followed by vectors for ____, then vectors GCA box NMM.

Direct DeSoto-cont

- **On the Desoto recovery they will tell you to maintain 16K , clear you for the approach and tell you to report leaving 16K.**

  "CARP 1XX, you are cleared direct to the Initial Approach Fix, maneuvering airspace to the Southwest, cleared for the HI-TACAN VOR/DME B, report leaving 16 thousand."

- **At the IAF report leaving 16K.**

  "CARP 1XX, leaving 16 thousand."

- **Turning FAC Meridian Approach will tell you to contact Key Tower local BTN 18.**

  "CARP 1XX, Meridian Approach, contact Key Tower local BTN One Eight."

- **You Respond.**

  "CARP 1XX, switching Key Tower BTN One Eight."

- **Check in with Key Tower.**

  "Key Tower, CARP 1XX, with you, X Miles, Final Approach Course inbound."